



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave
Washington, DC 20591

AUG 9 2019

Exemption No. 6569L
Regulatory Docket No. FAA-2001-10609

Ms. Sheryl Oxley
Aviation Program Coordinator
Tulsa Technology Center DBA Tulsa Tech
P.O. 477200
Tulsa, OK 74147

Dear Ms. Oxley:

This letter is to inform you that we have granted your petition to extend Exemption No. 6569, as amended. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

The Basis for Our Decision

By letter posted to the public docket July 8, 2019, you petitioned the Federal Aviation Administration (FAA) on behalf of Tulsa Technology Center DBA Tulsa Tech (Tulsa Tech) for an exemption from § 65.75(a) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to allow Tulsa Tech to administer the Aviation Mechanic General (AMG) written test to students immediately following successful completion of the general curriculum, prior to meeting the experience requirements of 14 CFR § 65.77.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

Our Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Tulsa Tech.

Beginning July 2015, the FAA required the use of operation specifications (OpSpecs) for Aviation Maintenance Technician Schools (AMTS) as published in FAA Notice 8900.278 on November 21, 2014. OpSpec A005 is intended to identify if the AMTS is operating under the provision of an exemption. Condition and Limitation No. 4 addresses this requirement. An AMTS certificated under 14 CFR part 147 is authorized the use of OpSpecs as stated in § 147.5(b).

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The FAA has determined that the justification for the issuance of Exemption No. 6569, as amended, remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. § 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, I grant Tulsa Technology Center DBA Tulsa Tech (Tulsa Tech) an exemption from § 65.75(a) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to allow Tulsa Tech to administer the Aviation Mechanic General (AMG) written test to students immediately following successful completion of the general curriculum, prior to meeting the experience requirements of 14 CFR § 65.77, subject to the following conditions and limitations

Conditions and Limitations

1. Tulsa Tech must develop written procedures for administering the AMG written test to Tulsa Tech aviation students immediately following successful completion of the general curriculum.
2. Tulsa Tech must ensure these procedures are available for use in its approved operating or curriculum procedures document or manual, as applicable.
3. Before retesting a student who has failed the AMG examination, and also does not meet the experience requirements of 14 CFR § 65.77, Tulsa Tech must require the student to repeat each instructional item associated with the failed test and receive authorization from Tulsa Tech to retake the test. Tulsa Tech must have procedures for documenting and tracking compliance with all retesting procedures.
4. In order for Tulsa Tech to conduct operations under this exemption, Tulsa Tech or its Principal Inspector must enter the CFR number (§ 65.75(a)), Tulsa Tech's exemption number, and the date of expiration into Tulsa Tech's OpSpec A005.
5. Before exercising the privileges of this exemption, Tulsa Tech must provide the written procedures for administering the AMG written test to its Certificate Holding District Office (CHDO) for review and approval.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 6569, as amended, to October 31, 2021, unless sooner superseded or rescinded.

Sincerely,



Robert C. Carty
Deputy Executive Director, Flight Standards Service

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